

HANNIBAL TAVARES  
Mayor



CHARMAINE M. TAVARES  
Director  
FLOYD S. MIYAZONO  
Deputy Director

CERTIFIED MAIL  
P-174 079 787

COUNTY OF MAUI  
DEPARTMENT OF PARKS AND RECREATION

1580 Kaahumanu Avenue  
Wailuku, Maui, Hawaii 96793

October 10, 1990

RECEIVED

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OFC. OF ENVIRONMENTAL  
QUALITY CONTROL

Dr. Bruce Anderson  
Office of Environmental Quality Control  
State of Hawaii  
465 South King Street, Room 104  
Honolulu, Hawaii 96813

Dear Dr. Anderson:

RE: NOTICE OF DETERMINATION BY THE MAUI COUNTY  
DEPARTMENT OF PARKS AND RECREATION TO CON-  
STRUCT A PROPOSED RESTROOM, PAVED PARKING  
LOT, LANDSCAPE PLANTING AND RELATED  
IMPROVEMENTS TO KALAMA PARK, KIHEI, ISLAND  
OF MAUI, TMK 3-9-05:52

Pursuant to Section 11-200-11, Environmental Impact  
Statement Rules, Department of Health, the Department of  
Parks and Recreation, County of Maui, hereby files a  
Notice of Determination for a Negative Declaration in the  
above-entitled project.

We are also enclosing four copies of the project's  
environmental assessment report.

Should you have any questions, please contact  
Floyd Miyazono, Deputy Director of Parks and Recreation,  
at 243-7230.

Very truly yours,

*Charmaine Tavares*  
CHARMAINE TAVARES  
Director of Parks and Recreation

Enclosure

cc: Floyd Miyazono  
Masaru Abe

227

1990-~~10~~<sup>16-23</sup>-MA FEA

FILE COPY

ENVIRONMENTAL ASSESSMENT  
FOR  
PROPOSED ~~K~~KALAMA PARK COMFORT STATION  
AND PARKING IMPROVEMENTS  
AT KIHEI, MAUI ~~H~~HAWAII  
TAX MAP KEY: 3-9-05:52

PREPARED FOR:  
DEPARTMENT OF PARKS AND RECREATION  
COUNTY OF MAUI  
WAILUKU, MAUI, HAWAII

PREPARED BY:  
R. T. TANAKA ENGINEERS, INC.  
871 KOLU STREET, SUITE 201  
WAILUKU, HAWAII - 96761

AUGUST 1990

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**I. APPLICANT:**

County of Maui  
Department of Parks and Recreation

**II. APPROVING AGENCIES:**

The applicant will have to obtain the following approvals before proceeding with the project:

County of Maui:

Maui County Planning Commission:

1. Approval of the Environmental Assessment
2. Approval of Special Management Area (SMA) Permit.

Department of Public Works:

1. Construction plans for grading, roadway and sewer improvements
2. Grading and Grubbing Permit
3. Building, Plumbing and Electrical Permits

Department of Water Supply:

Plan for connections to existing water system, if required.

State of Hawaii

Department of Health:

Approval of sewage disposal.

**III. AGENCIES CONSULTED:**

Prior to the development of project plans, the following have been or will be consulted:

County of Maui:

Department of Planning

Department of Public Works

Department of Water Supply

Fire Department

State of Hawaii:

Department of Health

**IV. DESCRIPTION OF THE PROPOSED PROJECT:**

The proposed project to be undertaken by the Department of Parks and Recreation, County of Maui, will primarily serve the public and users of the existing basketball and tennis courts and other recreational facilities around the project site. The project layout is shown on Plat 5.

Major elements of the proposed improvements are construction of a new comfort station, repaving and widening of the existing old A.C. access road from Kihei Road, paving of existing unpaved parking lot, installation of access road and parking area lighting and installation of a new 6" sewerline from the proposed comfort station of Waimahaihai Street.

Water service to the new comfort station will be connected to the 1½" water meter presently serving Kalama Park.

Electrical service for the project will come off from the existing overhead powerline along the northern boundary of the site. The new electrical service will be installed underground.

All improvements for this project will be completed meeting applicable codes, standards and requirements of

State and County agencies and utility companies having jurisdiction of this type of development.

V. DESCRIPTION OF THE AFFECTED ENVIRONMENT:

A. Identification of Project Site:

The site is a portion of Kalama Park and is identified as Parcel 52 of Tax Map Key 3-9-05.

B. Site Area:

Kalama Park has an area of about 36.5 acres. The proposed improvements will involve approximately 25,000 square feet or 0.57 acre.

C. Project Location:

The proposed project site is located in Kihei, Maui, Hawaii. It is situated on the westerly side of Kihei Road and on the northerly portion of Kalama Park (see Plats 1 and 2).

D. Topography:

A topographic map of the site is shown on Plat 6. The site is covered with old A.C. pavement.

The elevation of the site is between 4 feet to 6 feet above mean sea level. The ground is flat and characterized by shallow depressions, whereby the surface slope has no defined direction.

E. Climate:

The project site is typical of the leeward lowlands of Kihei, receiving less than 15 inches of annual rainfall and experiencing average temperature ranges from the low 60's to the high 80's.

Unrestricted tradewinds are characteristic of the project site with a high occurrence of land-sea breeze circulation. Typical of the Hawaiian islands, the storm winds are usually from the south or south-easterly direction.

F. Soil Conditions:

The general soil classification for the site, according to the Soil Survey of Hawaii prepared by the Soil Conservation Service, are Dune Lands (DL) and Jaucas Sand (JaC), 0 to 15 percent. Dune Lands consists of sand-sized particles which are dominantly from coral and seashells. Jaucas Sand are also developed in wind- and water-deposited sand from coral and seashells and are excessively drained calcareous soils. Both type of soils are found in coastal areas adjacent to the ocean.

Jaucas Sand has rapid permeability, runoff is very slow to slow and water erosion hazard is slight, but wind erosion is severe where vegetation has been removed.

G. Flood and Tsunami:

As delineated on attached Plat 3, the project site falls within Zone AH, an area of 100-year shallow flooding where depths are between one (1) and three (3) feet. The flood inundation level at the site is seven (7) feet above mean sea level. The proposed project is, therefore, subject to the provisions of Chapter 19.62 "Flood Hazard Districts" of the Maui County Code.

H. State Land Use and Zoning:

The property is located within the urban district as designated by the Land Use Commission of the State of Hawaii.

I. County General Plan and Zoning:

In accordance with the Kihei Community Plan (Plat 4), the project site is zoned for park purposes (PK).

J. Existing Land Use:

The property which encompasses the project site is presently used for recreational activities. The project site, in particular, is generally used for parking purposes for park users. The area where the comfort station will be located has no specific usage except to support the activities in the surrounding areas.



K. Adjacent Land Use:

Adjacent lands to the north of the project site is the County fire station and an undeveloped land designated as an addition to Kalama Park. Land to the east across Kihei Road are for commercial/business uses and to the south and west are open spaces and recreational facilities of the existing park.

L. Historic and Archaeological Features:

There is no evidence of any historical, archaeological or cultural remnants, artifacts or sites on the proposed project site.

M. Plant Life:

There is no indication of any rare or endangered plants or habitats associated with the project. Flora on the site where not used for parking are common bermuda, weeds, coconut palms and kiawe trees along the northern boundary.

N. Animal Life:

There are no rare endangered species of animal or bird life in the proposed project site or in the general vicinity of the site.

O. Water:

The site is currently serviced by one (1) 1½" meter from an existing 12" waterline along Kihei Road.

P. Sewer:

Presently, there is a wastewater collection system in the vicinity of the project site. The existing facilities is connected to an existing 36" sewer main on Kihei Road.

Q. Solid Waste:

The project area is presently served by the County. Refuse is collected by the County and disposed of at the County operated sanitary landfill.

R. Telephone and Electrical:

Present service to the site is supplied by electrical and telephone lines along the northern boundary of the park. The existing overhead lines are connected to the main distribution lines on Kihei Road.

S. Public Facilities:

1. Schools - Kihei Elementary and Intermediate School is located approximately 1½ miles away, north of the project site.
2. Fire Protection - A fully manned County fire station is located just north of the project site, at the corner of Kihei Road and the northern boundary of Kalama Park.
3. Police Protection - There is no police station located in the immediate vicinity. Patrol cars covering the area are dispatched from the Kihei

Community Center, located approximately 3½ miles away.

4. Medical - There are no major hospitals in the immediate area; however, there are minor medical and dental offices in Kihei. For major health care, the nearest full-care hospital is Maui Memorial Hospital in Wailuku. An emergency ambulance service is available at the Kihei Community Center.

T. Drainage:

The project site lies in a flat area where there is no defined direction of surface runoff flow. Rainfall collected at the site will flow into shallow areas where it will evaporate into the atmosphere or seep away into the ground. Drainage is further discussed in Appendix "A".

There will be no increased runoff caused by the proposed improvements.

U. Access and Circulation:

Access to the project site is Kihei Road via an existing old A.C. road which will be repaved and widened to 20' in this project. Kihei Road is the major traffic road through Kihei town. There are several cross-roads (mauka-makai streets) in Kihei that connect Kihei Road and Piilani Highway. Piilani Highway is the main road that connects the Kihei-

Makena area with the metropolitan area of Kahului-Wailuku.

VI. PROBABLE IMPACT OF PROJECT ON THE ENVIRONMENT AND MITIGATIVE MEASURES TO MINIMIZE ADVERSE IMPACTS

A. Primary Impacts:

1. Anticipated Short-Term Impacts

Short-term construction related impacts are anticipated. These impacts will last no longer than the construction phase and can be mitigated by proper construction techniques, adherence to generally accepted construction practices and in compliance with the Maui County Soil Erosion and Sedimentation Control, OSHA Standards, State Air, Noise and Water Quality Regulations. These short-term effects will include the following:

a. Dust from Construction Operations

Waterwagons and sprinklers will be used to control dust resulting from construction activities. The proposed project site will be kept moist after working hours and on weekends, if necessary. These requirements will be outlined in the construction plans and specifications.

b. Noise from Construction Equipment

Noise from construction equipment will be kept within the limits permitted by the State, County and OSHA regulations.

Construction activities will be restricted to daylight hours between 7:00 a.m. and 3:30 p.m. No work will be permitted at night except to complete work activities that would endanger the health and safety of the community if left undone.

c. Disruption of Normal Traffic Flow

No traffic problems are anticipated during the onsite construction phase since the construction activity will be confined within the proposed project site. Minor interruption of traffic flow is expected to occur during the construction of the connection of access improvements on Kihei Road. However, this will be mitigated by appropriate use of traffic control plans and devices that will be approved and regulated by the County.

d. Soil Erosion

Due to the soil type (Jaucas Sand, which is characterized as having no more than slight erosion hazard) as previously outlined and the flat terrain of the site, erosion from the proposed project site will be minimal, if any, and is not expected to adversely affect the adjoining and downstream properties. To minimize soil erosion, the contractor will be required to pave, grass

or landscape all graded areas as soon as finish grading is completed. This requirement will be noted in the construction plans.

No adverse environmental impact is anticipated due to soil erosion.

2. Anticipated Long-Term Impacts

a. Physical Impacts

1) Grading

The proposed project site will be graded to allow for the proper design of the new access road, parking lot and comfort station building pad. Grading within the parking and access road will not significantly alter the existing terrain. Grading within the proposed comfort station will slightly change the ground elevation. The building pad (1,116 sq. ft. or 0.025 ac.) will be raised to 7.0 feet to equal the regulatory flood elevation, however, the net impact should neither enhance nor be detrimental to the site and surrounding area.

2) Drainage

Completion of the proposed project is not expected to cause any significant drainage adverse effects on adjoining and downstream properties. The proposed project is essentially improving existing parking area and access roads; therefore, no increase

in runoff is expected.

The project site lies in a very flat area characterized by shallow depressions and surface gradient is undefined. Runoff collected at the site will flow into the shallow areas where it will either evaporate into the atmosphere or seep into the ground.

3) Air Quality

There should be no change in the air quality because the use of the site will remain the same. Generally, the air quality should be comparable to the quality existing in the surrounding area. The proposed comfort station may cause a reduction in air quality, but should not be substantial to be detrimental to the surrounding area.

4) Water Quality

No change in water quality is anticipated as a result of this proposed project since the runoff from the site does not affect any domestic water source nor reservoir.

Offshore quality is not expected to be adversely affected by this project. Runoff generated within the site will remain onsite and will be disposed of by evaporation and infiltration.

5) Public Utilities

This proposed project is not expected to adversely affect the demand on public utilities. The increase in demand on public utilities due to construction of the comfort station is minimal to cause any burden on existing utilities. Expected users of the new comfort station are present residents of the County.

6) Traffic

There is no increase in traffic expected upon the completion of this project. The improvements are primarily to serve present users of the existing basketball and tennis courts and other recreational facilities in the vicinity of the project site.

7) Solid Waste

There will be no increased demands on the County system since the project will not result in the increase of population.

8) Noise

The noise generated within the proposed project will be similar to those associated with the nearby commercial areas.

b. Biological Impacts

1) Plant

No significant impact on plant life is anticipated as a result of this proposed



project. There are no rare or endangered species of plants on the site, nor are these favorable conditions for such species.

2) Animal and Bird

No significant impact on animal and bird life is anticipated as a result of this proposed project. There are no rare or endangered species due to the unfavorable habitat.

c. Cultural Impacts

1) School

The proposed project is not expected to increase population in the area; therefore, no increase demand for school facilities within the County is anticipated.

2) Public Safety

This proposed project is well within the "working" range of the various public safety agencies (police, fire, medical services); therefore, no negative impact should result due to its completion.

3) Parks and Recreation

Improvements to the existing parking area and addition of the new comfort station will provide more convenience to users of Kalama Park. Therefore this project will provide a positive impact on the existing park facilities.

4) Historical and Archaeological

There is no evidence of any historical or archaeological sites within the proposed project area.

The State Historic Preservation Officer and the County of Maui will be informed immediately should any archaeological features be discovered during grading. Grading operations will not continue until clearance from the State and County is received.

B. Secondary Impacts:

Secondary impact resulting from the proposed project will be generation of additional short-term employment, during the period of construction. Most or all of these short-term impacts will affect the contractors and materials suppliers that will be involved in this project.

VII. OTHER INTEREST AND CONSIDERATION OF GOVERNMENTAL POLICIES THAT OFFSET ADVERSE ENVIRONMENTAL EFFECTS

Sufficient governmental control as mandated by the Maui County Code, State Health regulations and Soil Conservation requirements will be enforced to mitigate any adverse environmental impacts.

VIII. DETERMINATION AND SUPPORTING REASONS;

In accordance with the Rules and Regulations, the

proposed project does not have significant adverse effects upon the environment, as follows:

1. Involves an irrevocable commitment to loss or destruction of any natural or cultural resource.

There are no such natural or cultural resources associated with the project site.

2. Curtails the range of beneficial uses of the environment.

The proposed project is consistent with the County's General Plan and would not curtail beneficial uses of the environment in the area. The proposed project is compatible with the surrounding uses of the area.

3. Conflicts with the County's or State's long-term environmental policies or goals and guidelines.

The proposed project is consistent with State and County zoning and with the County's Kihei Community Plan. No long-term environmental conflicts are noted.

4. Substantially affects the economic or social welfare activities of the community, County or State.

The major socio-economic effect is expected to be the enhancement of service to the public. There will be no change in recreational activities within the project site.

5. Substantially affects public health.

The proposed project is not expected to cause any detrimental effect on the well-being of the public.

6. Involves substantial secondary impacts, such as population changes and effects on public facilities.

The proposed project is not expected to increase population in the area. Users of the proposed facilities are expected to be County residents. Therefore, the increase demand on public facilities will not be substantial and should not cause adverse effect on existing facilities. Rather it would be adding facilities that will provide additional service to the public.

7. Involves a substantial degradation of environmental quality.

The proposed project doesn't involve activities that will contribute in reducing the existing quality of the environment in the area. Activities will be similar to existing recreational activities.

8. Is individually limited but cumulatively has considerable effect upon the environment or involves a commitment for larger actions.

The proposed repaving and reconstruction of the existing parking facility and access road is not expected to have considerable cumulative effect on the

environment. Its use will be similar to existing uses.

Approval of the project does not involve a commitment for any larger actions, either on-site or in the surrounding area.

9. Substantially affects a rare, threatened, or endangered species of animal or plant, or its habitat.

There are no known rare, threatened or endangered species or habitat associated with the project site.

10. Detrimentially affects air or water quality or ambient noise levels.

There should be no long-term increase in noise or water quality since the use will remain the same.

Short-term impacts on air and water quality, as well as noise, will occur during the construction period, but will be mitigated by normal construction practices and will be regulated and imposed within the plans and specifications.

11. Affects on environmentally sensitive area, such as flood plains, tsunami zones, erosion prone areas, geologically hazardous lands, estuaries, fresh waters or coastal waters.

The proposed project is not expected to cause any major flooding or erosion problems nor have any significant adverse effect on the existing regulatory

flood plain. The site falls within Zone "AH" where shallow flooding is expected as established in the "Flood Insurance Rate Maps" for Maui County. Grading within the site will be minimal. The new comfort station facility will be constructed to the requirements of the "Flood Hazard Districts" Ordinance of the County of Maui. Soils at the site have low soil erodibility factor and construction of the project will require that all graded areas be grassed, paved or landscaped as soon as finished grading is completed.

There are no known fresh water courses or reservoirs to be affected by the project. The project is not expected to affect coastal waters. The site is about 700 feet inland and drainage runoff generated by the project is minimal and is not expected to reach the ocean but rather remain onsite and be lost through evaporation and infiltration.

**APPENDIX "A"**  
**DRAINAGE & SOIL EROSION CONTROL STUDY**  
**FOR**  
**PROPOSED KIHEI PARK COMFORT STATION**  
**AND PARKING IMPROVEMENTS**  
**AT KIHEI, MAUI, HAWAII**  
**TAX MAP KEY: 3-9-05:52**

**PREPARED FOR:**  
**DEPARTMENT OF PARKS AND RECREATION**  
**COUNTY OF MAUI**  
**WAILUKU, MAUI, HAWAII**

**PREPARED BY:**  
**R. T. TANAKA ENGINEERS, INC.**  
**871 KOLU STREET, SUITE 201**  
**WAILUKU, HAWAII - 96793**

**AUGUST 1990**

I. PURPOSE:

The purpose of this study is to determine the drainage runoff by the proposed project and its effect on existing drainage conditions, adjoining and downstream properties.

II. LOCATION:

The project site is shown on Plats 1 and 2. It is located within the existing Kalama Park area, Kihei, Maui, Hawaii and designated as TMK: 3-9-05:52. In the vicinity of the proposed project are tennis and basketball courts and the Kihei fire station. Access to the site is from Kihei Road.

III. FLOOD HAZARDS:

In accordance with the "Flood Insurance Rate Maps", September 6, 1989, Maui County, the project site falls within Zone "AH" (Plat 3). Zone "AH" is designated as areas of 100-year shallow flooding where depths are between one (1) and three (3) feet; base flood elevations are shown, but no flood hazard factors are determined.

The regulatory flood level at the project site shown in the "Flood Map" is 7.0 feet; therefore, the project will be in compliance with Chapter 19.62, "Flood Hazard District", of the Maui County Code. The floor elevation of the proposed comfort station will be raised to at least equal to the anticipated flood height.



**IV. EXISTING DRAINAGE CONDITION:**

The project site which is presently used for parking and recreational activities lie in a flat area. The ground surface is characterized by shallow depressions. There is no defined direction of drainage surface flow. Rainfall collected by the site will find its way into the low areas or shallow depressions where it will be lost to the atmosphere by evaporation or seep away into the soil.

The proposed project will affect an area of about 25,000 square feet. Based on a 10-year storm runoff, the site will generate volume runoff of 1.2 cubic feet per second (c.f.s.), estimated as follows:

$$\begin{aligned} \text{Area} &= 25,000 \text{ Square Feet} \\ \text{10-Year, 1-Hour Rainfall} &= 2'' \\ \text{Vol.} &= 2''/12 \times 25,000 \\ &= 4,167 \text{ cubic feet/hr.} \\ \therefore Q &= 4,167/60 \times 60 \\ &= 1.2 \text{ c.f.s.} \end{aligned}$$

**V. PROPOSED IMPROVEMENTS:**

The proposed improvements includes repaving and enlarging the existing parking area for the basketball and tennis courts, repaving the parking access from Kihei Road, construction of a comfort station and installation of a sewerline from the project site to Waimahaihai Street.

**VI. PROPOSED DRAINAGE FACILITIES:**

There is no drainage improvements proposed for this

project. Runoff collected by the project site will sheet flow into the low or shallow depressed areas surrounding the project. The runoff will then be disposed off through evaporation and infiltration; thereby, fundamentally maintaining the present drainage pattern as discussed in Section IV - Existing Drainage Conditions.

VII. SOIL EROSION CONTROL STUDY:

1. Existing Soil Conditions:

Existing soils at the project site are Dune Lands (DL) and Jaucas Sand (JaC) as classified by the United States Department of Agriculture, Soil Conservation Service. Dune Lands consists of sand-sized particles which are dominantly from coral and seashells. Jaucas Sand are also developed in wind- and water-deposited sand from coral and seashells and are excessively drained calcareous soils. Both types of soils are found in coastal areas adjacent to the ocean.

Jaucas Sand has rapid permeability, runoff is very slow to slow and water erosion hazard is slight, but wind erosion is severe where vegetation has been removed. Both Jaucas Sand and Dune Lands have soil erodibility factor of 0.10.

2. HESL Soil Loss for Project During Construction:

Erosion rate, as set forth by the County of Maui Ordinance:

$$E = RKLSCP$$

Where:

E = Soil Loss in tons/acre/year

R = Rainfall Factor = 150 tons/acre/year

K = Soil Erodibility Factor, Jaucas Series and  
Dune Land = 0.10

L = LS Factor = Slope Length = 100 ft. (assumed)

S = LS Factor = Slope Gradient = 0.5 (assumed)

LS = Slope Length Factor = 0.10

C = Cover Factor, Use Bare Soil = 1.0

P = Control Factor, Construction Site = 1.0

E =  $150 \times 0.10 \times 1.00 \times 1 \times 1 = 15$  tons

3. Allowable Soil Loss for Site:

a. Coastal Water Hazard (D) = Class A = 2

b. Downstream Hazard (F) = 0

c. Duration of Site work =  $\frac{1}{2}$  year

d. Maximum Allowable Construction Area x Erosion Rate  
= 8,333 tons/year

e. Area of Graded Land = 0.6 acres

f. Allowable Erosion Rate =  $8,333/0.6$   
= 13,888 tons/acre/year

Allowable E = 13,888 > 15

4. Severity Number (H):

$$H = (2 F T + 3 D) A E$$

Where:

H = Severity Number

F = Unit Downslope - Downstream Factor = 0

D = Unit Coastal Water Hazard Rating Factor = 2

T = Time of Disturbance (years) = 0.5

A = Area of Disturbance = 0.6

E = Soil Loss Rate from USLE = 15 tons/acre/year

H =  $(2 \times 0 \times 0.5 + 3 \times 2) \times 0.6 \times 15 = 27$

Estimated severity number for this project is less than the allowable value of 50,000.

5. Erosion Control Plan:

The uncontrolled erosion rate is less than the allowable erosion rate and the severity number is within the maximum allowable value of 50,000. Therefore, normal construction erosion control measures are sufficient for this project with no excessive soil loss occurring.

Temporary erosion control measures shall include the following:

- a. Control dust by means of waterwagon and/or sprinklers during period of construction.
- b. Graded areas will be thoroughly watered after construction activity has ceased for the day and for weekends and holidays.
- c. All exposed graded areas shall be paved, grassed and/or landscaped immediately upon completion of finish grading.

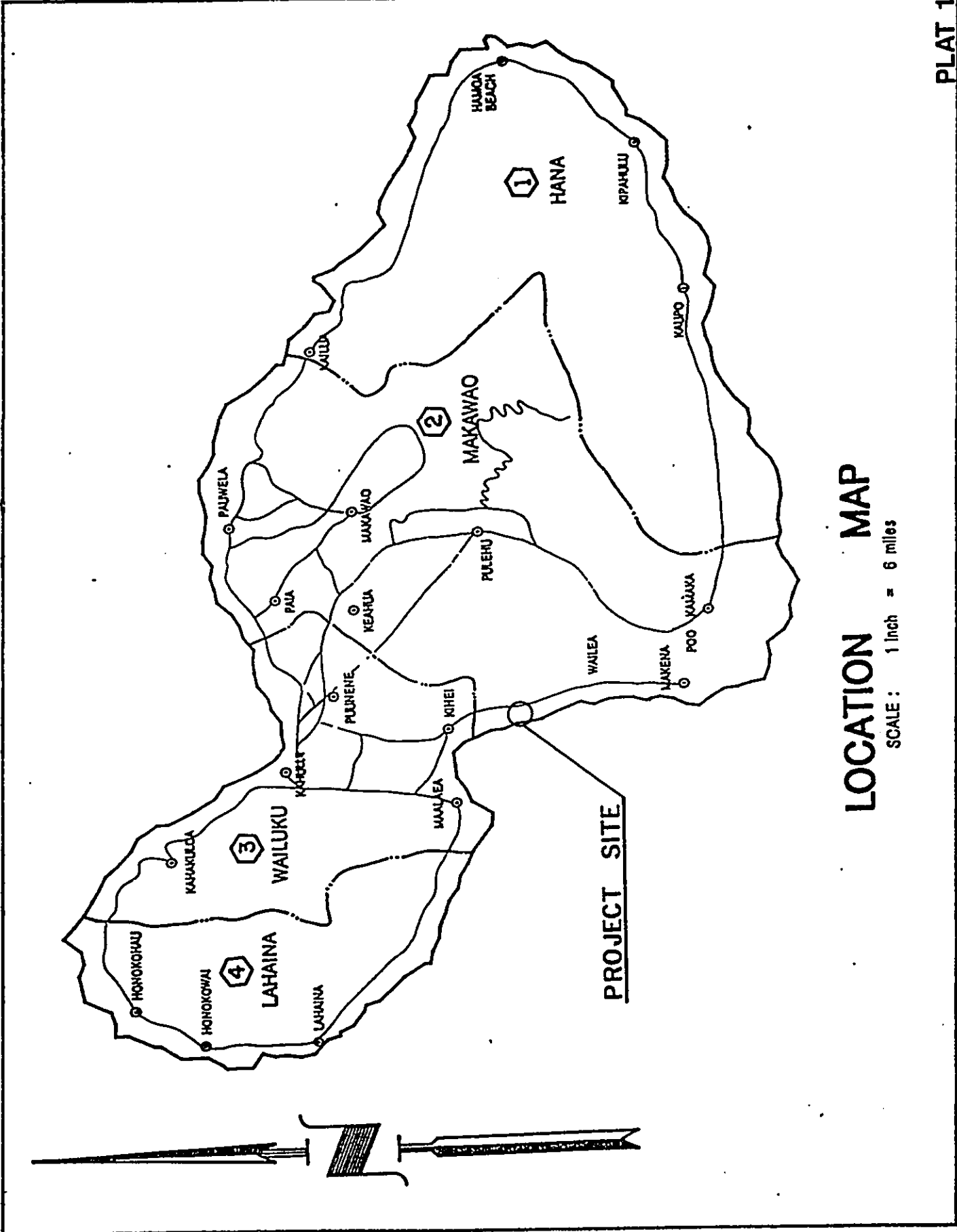
VIII. CONCLUSION:

Based on this study, the completion of the proposed project will not have any significant adverse effects on existing drainage conditions nor on the adjacent areas and downstream properties. The proposed project is essentially

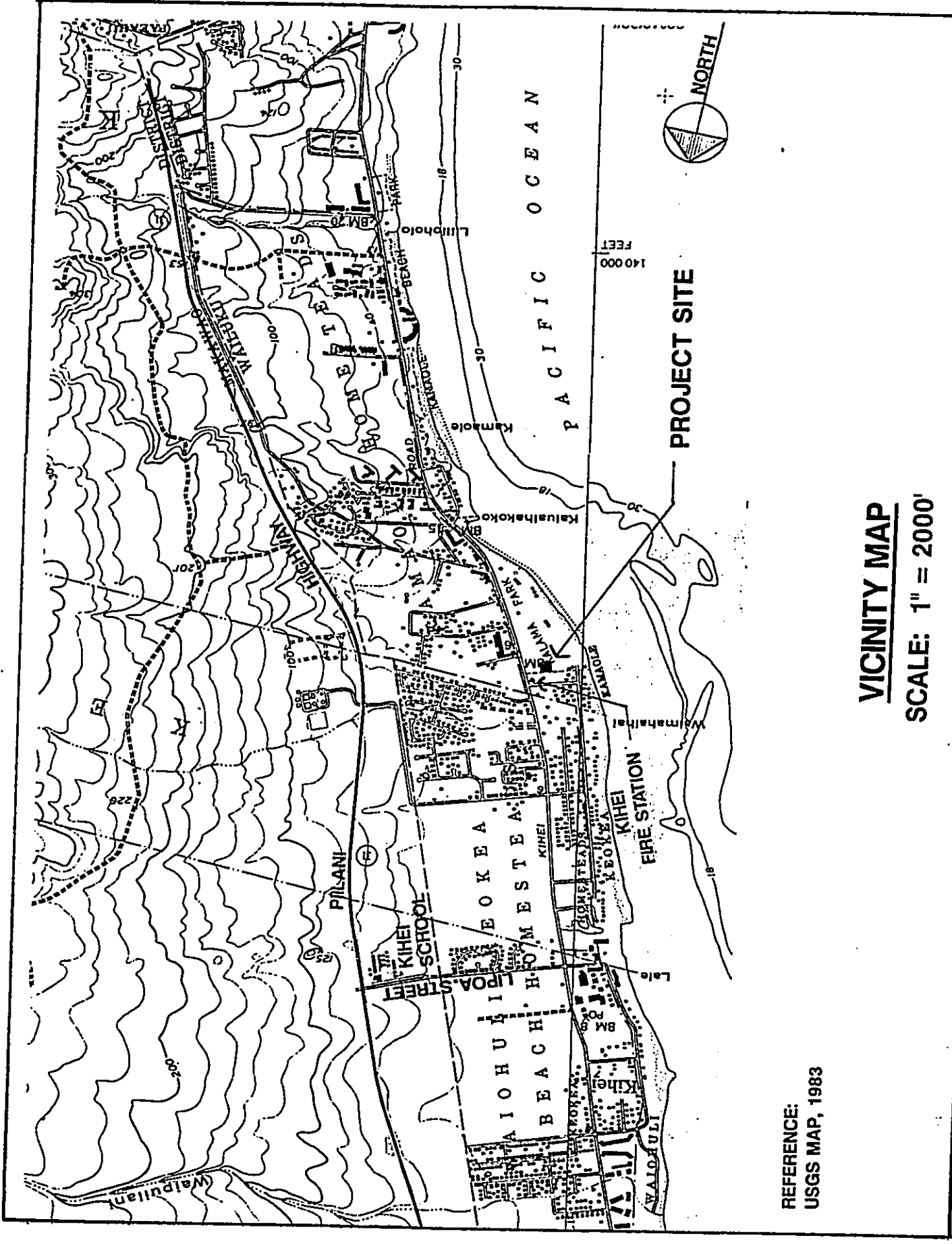
improving existing parking area and access road. The project site lies in a very flat area that runoff generated will remain onsite or sheet flow onto shallow depressions around the project where it will evaporate into the atmosphere or infiltrate into the ground, thereby maintaining present drainage pattern. All adjacent surrounding areas belong to the County.

IX. REFERENCES:

1. Drainage Master Plans for the County of Maui, prepared by R. M. Towil Corporation, October 1971.
2. Soil Survey of Islands of Kauai, Oahu, Maui, Molokai and Lanai, State of Hawaii, prepared by U.S. Department of Agriculture, Soil Conservation Service, August 1972.
3. Erosion and Sediment Control Guide for Hawaii, prepared by U.S. Department of Agriculture, Soil Conservation Service, March 1981.
4. Rainfall-Frequency Atlas of the Hawaiian Islands, Technical Paper No. 43, U.S. Department of Commerce, Weather Bureau, 1962.
5. Flood Insurance Rate Maps for the County of Maui, June 1981.



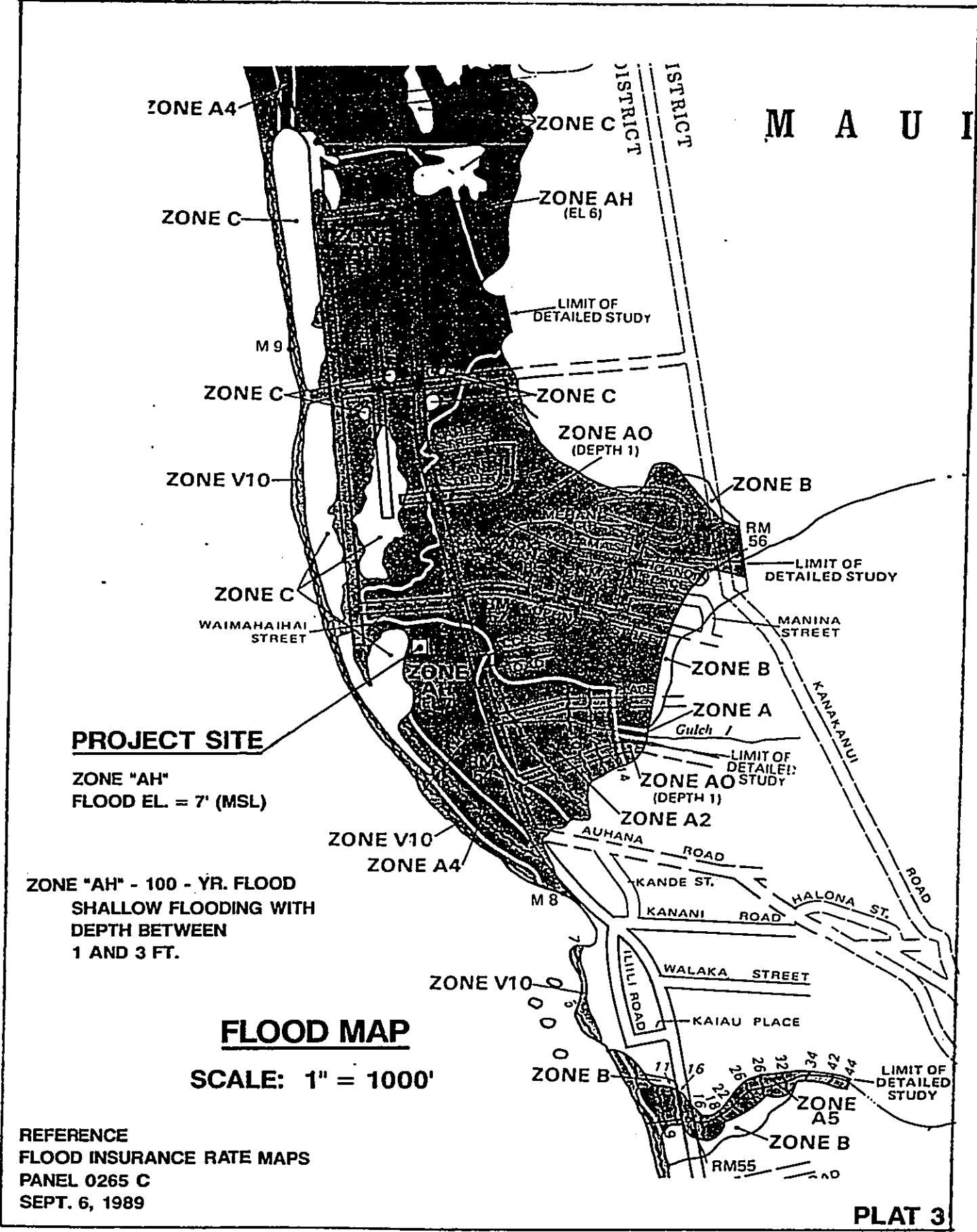
LOCATION MAP  
SCALE: 1 inch = 6 miles



REFERENCE:  
USGS MAP, 1983

**VICINITY MAP**  
SCALE: 1" = 2000'

# M A U I



## PROJECT SITE

ZONE "AH"  
FLOOD EL. = 7' (MSL)

ZONE "AH" - 100 - YR. FLOOD  
SHALLOW FLOODING WITH  
DEPTH BETWEEN  
1 AND 3 FT.

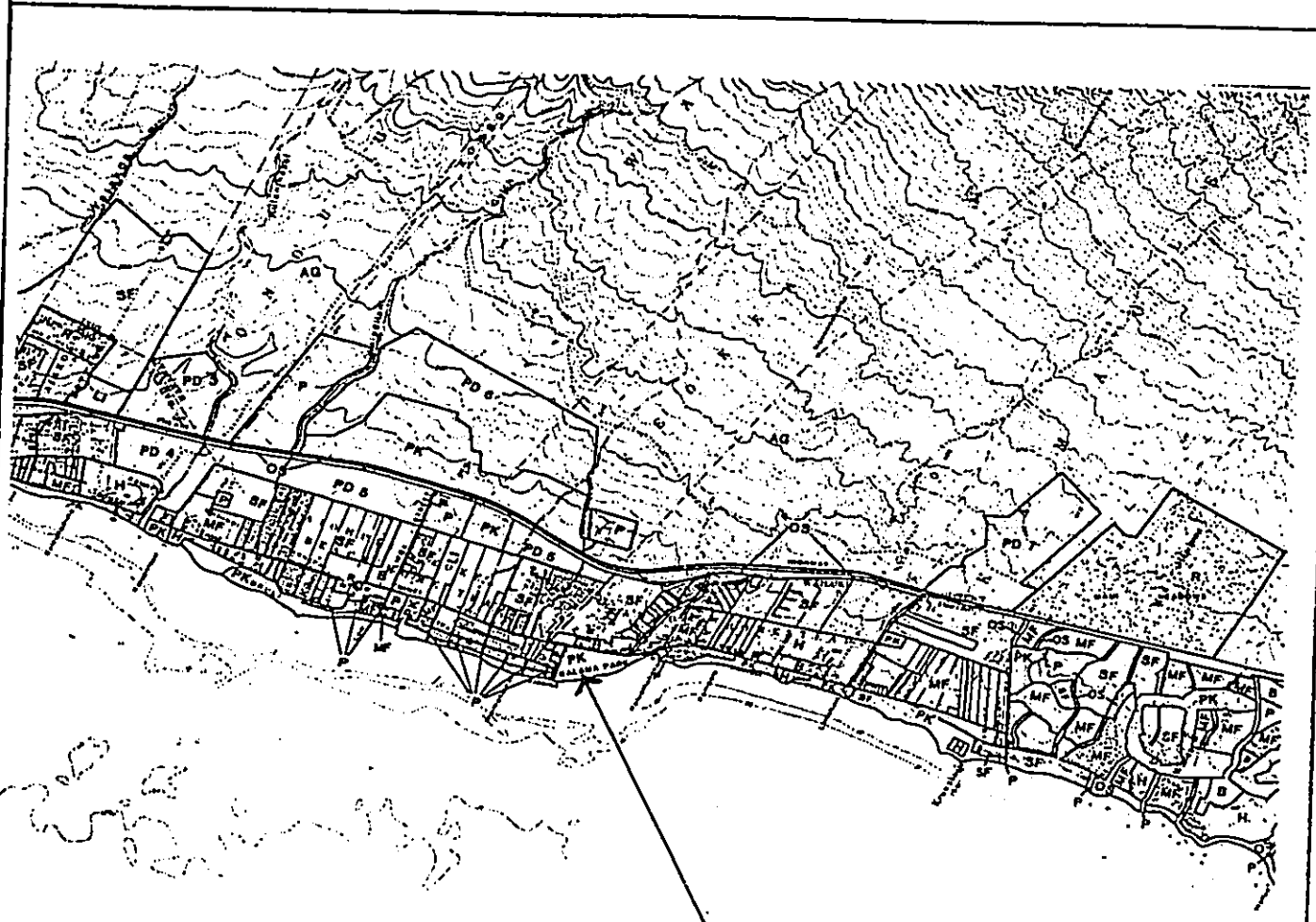
## FLOOD MAP

SCALE: 1" = 1000'

REFERENCE  
FLOOD INSURANCE RATE MAPS  
PANEL 0265 C  
SEPT. 6, 1989

PLAT 3





**PROJECT SITE**

- LEGEND**
- AG** Agriculture
  - R** Rural
  - SF** Single Family Residential
  - MF** Multi-Family Residential
  - B** Business/Commercial
  - I** Industrial
  - LI** Light Industrial
  - H** Hotel
  - P** Public/Quasi-Public
  - PK** Park
  - OS** Open Space
  - PD** Project District
  - C** Conservation

**ZONING MAP**  
**NOT TO SCALE**

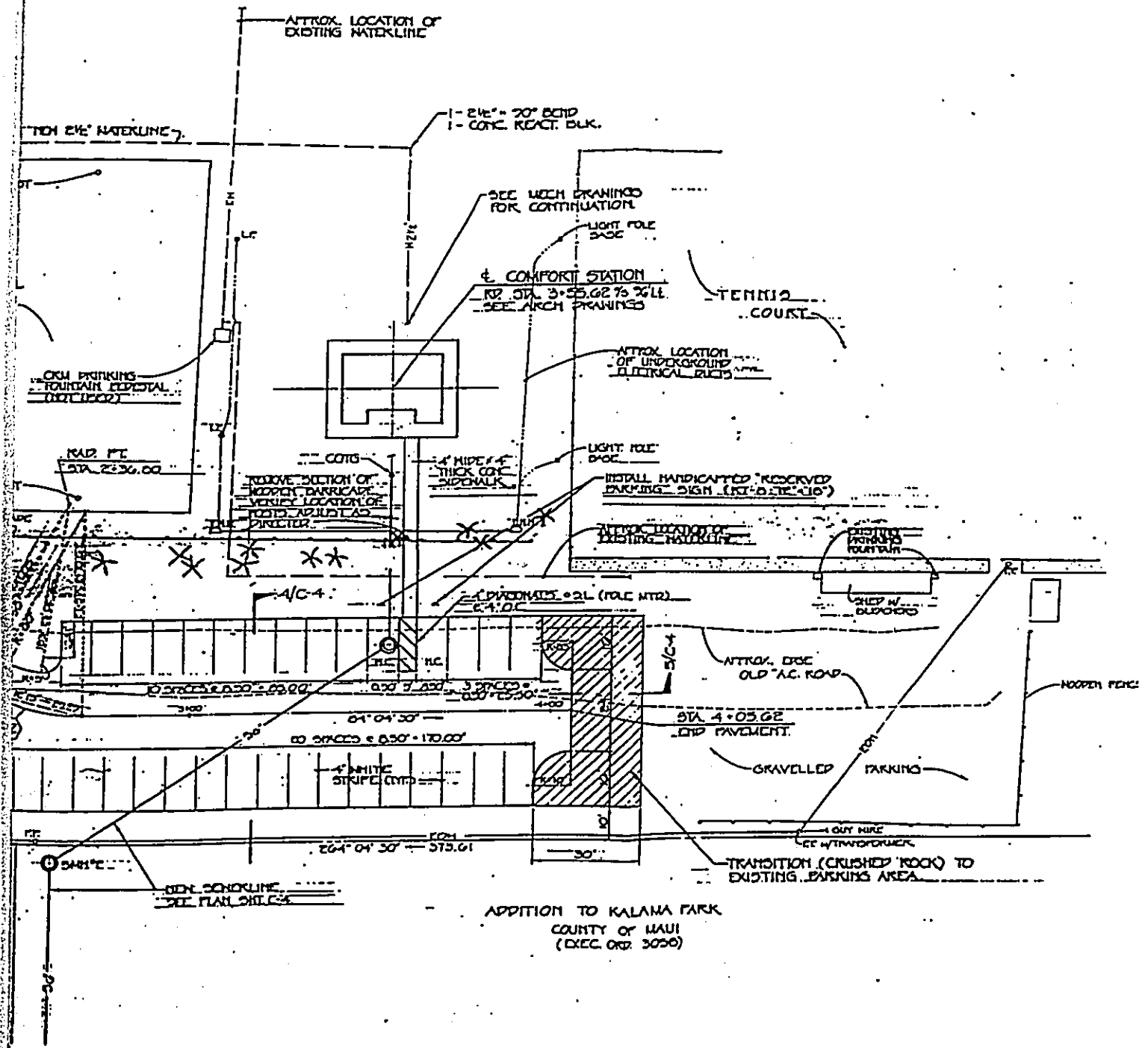
**REFERENCE:**  
**KIHEI - MAKENA COMMUNITY PLAN**  
**JULY, 1985**

**PLAT 4**





RTH

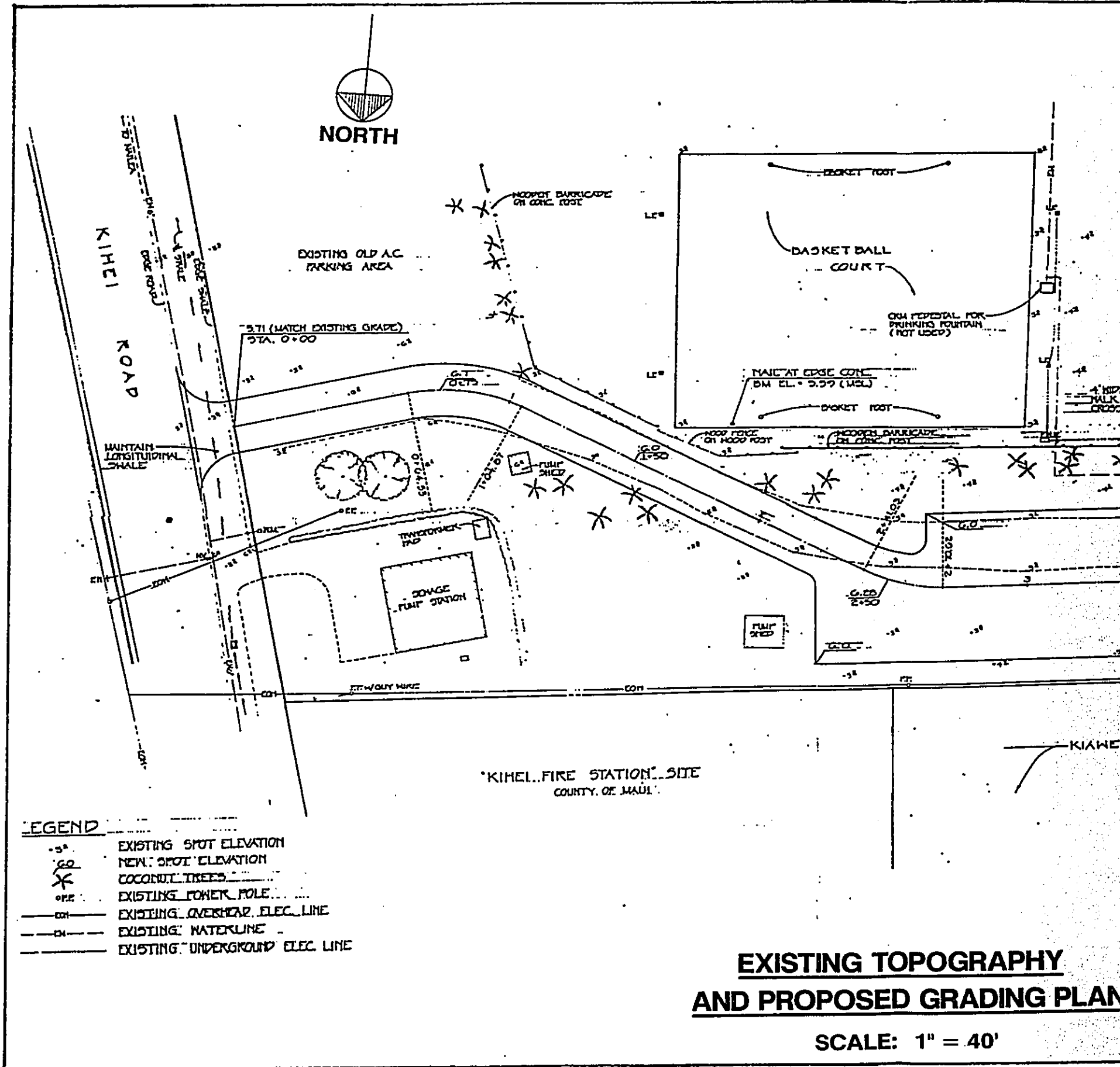


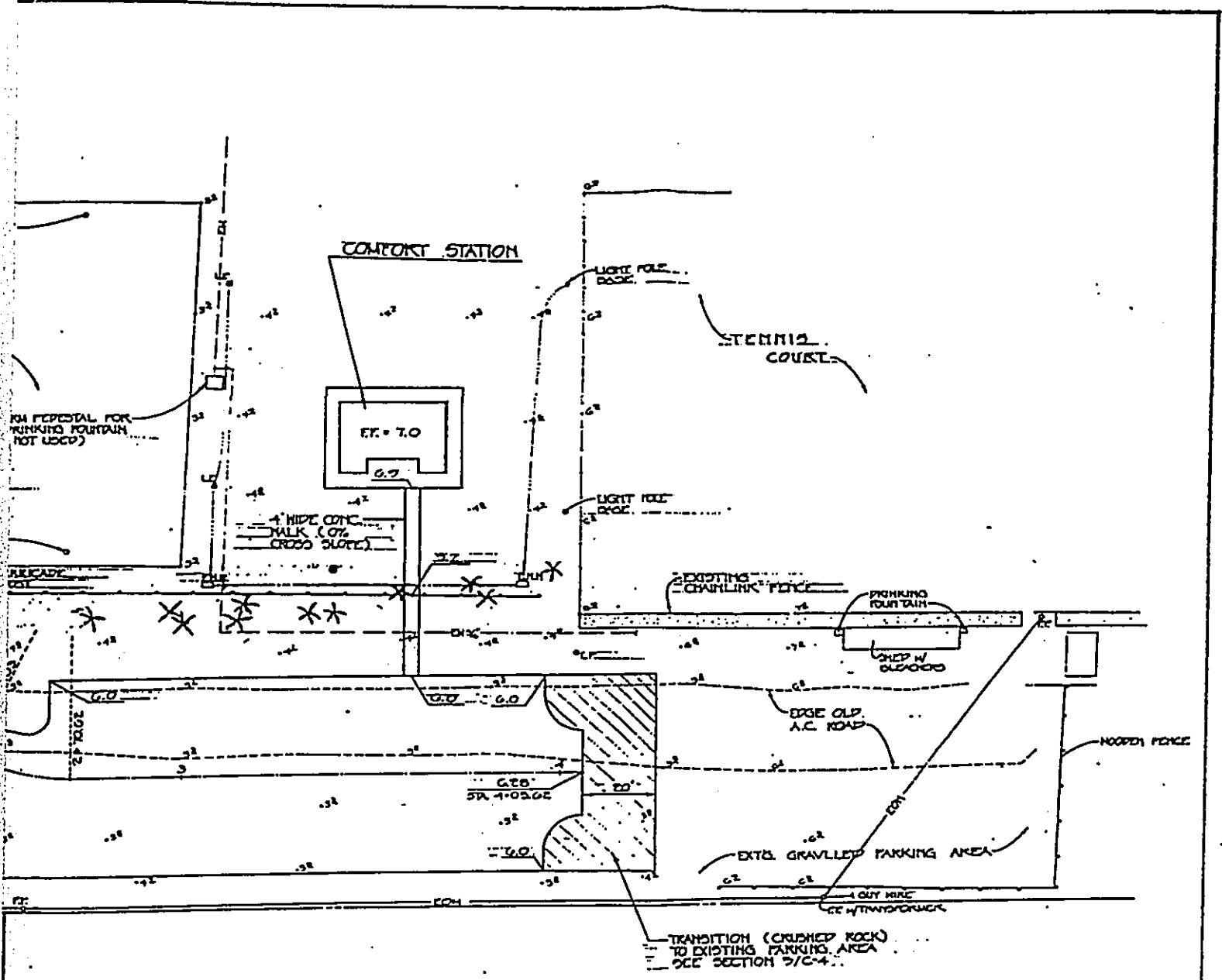
ADDITION TO KALAMA PARK  
 COUNTY OF MAUI  
 (DEC. ORD. 3050)

**PROJECT LAYOUT**

E: 1" = 40'

PLAT 5





"ADDITION TO KALAMA PARK"  
COUNTY OF MAUI

**TOPOGRAPHY**  
**D GRADING PLAN**

1" = 40'

PLAT 6

Ordinance No. 1145

FLOOD HAZARD DISTRICTS CERTIFICATION

New Projects and Developments

Project Description: Kalama Park Comfort Station

Address Kalama Park, Kihei, Maui, Hawaii

Tax Map Key: 3-9-05:52 Flood Hazard Zone: AH  
Elev. = 7.0 M.S.L.

In accordance with Section 19.62.110 of the Maui County Code, the undersigned hereby certifies that the proposed project, plans and specifications are designed to and:

- 1) complies with the standards and requirements of the Flood Hazard Districts Ordinance of the County of Maui;
- 2) conforms to the flood elevations of the latest Federal Insurance Administration Flood Insurance Rate and Flood Boundary and Floodway Maps;
- 3) are adequate to resist the regulatory flood forces;
- 4) in the Coastal High Hazard District are anchored to foundations to adequately resist the flood hazard forces; and
- 5) in the Floodway District shall not result in any increase in the regulatory flood elevation, reduce the capacity of the floodway, or adversely affect the surrounding properties during a regulatory flood.

Project plans and specifications include:

- 1) the location of flood hazard boundaries;
- 2) the location, dimensions and elevation of the property in relation to mean sea level (National Geodetic Vertical Datum of 1929);
- 3) the flood elevations, velocity and other data from the Federal Flood Maps and study;
- 4) the location and elevations of the existing and proposed structures, utilities and improvements; and
- 5) the existing and proposed flood proofing measures and improvements.

This certification is conditioned upon the actual construction of the project being in strict accordance with the plans and specifications as stamped and signed by me.

Signature *Robert T. Tanaka*

Name Robert T. Tanaka  
(Print or Type)

Title President

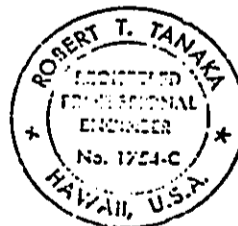
Company R. T. Tanaka Engineers, Inc.

Address 871 Kolu Street, Suite 201  
Wailuku, Hawaii - 96793

Date August 15, 1990

PW-LUCA (6/81)  
Form 1

Affix Seal Below



Engineer or  
Architect

PLAT 7